

COUNTRY East Germany

REPORT

TOPIC Muhlwinkel Airfield

25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 14 November 1952

REFERENCES 25X1 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Muhlwinkel airfield extended from a line about 500 meters south of the Muhlwinkel-Cobbel road to a line about 300 meters distant from the Cobbel-Uetz road, about 1.5 km south of the exit of Cobbel. Construction work at the field was performed by the Bauunion Brandenburg, according to signs erected along the roads which extended into the wooded area. the completion date for the project was fixed for October 1952. a narrow-gauge field railroad track crossed the Muhlwinkel-Cobbel railroad line. a Soviet construction battalion was employed at the field. On 10 August, truck occupied by about 30 men, proceeded from Muhlwinkel toward the airfield.

2. On 10 August, leveling work had not been started in the western portion of the field where tree trunks and tools were still scattered about. In the eastern portion of the field, however, grading work was making good progress. The steam dozers and four grading machines were observed at the field. construction work at the field was being accelerated. On 10 August, an estimated 300 workers were employed at the field in day and night shifts. Also the narrow-gauge field track was in operation day and night.

3. The Soviet detail quartered at the southern border of the field had a strength of 2 officers and 18 men on 10 August and an estimated strength of about 80 men on 14 September. The Russians were employed for guard details but also did construction work. The detail was commanded by Captain Laurin (fnu), who supervised all construction work at the field. A Senior lieutenant was also observed at the installation. The field was guarded by Soviet sentries who denied all unauthorized civilians access to the field and patrolled the area at irregular intervals. Nevertheless, it was possible to approach the field from all sides. The Soviet detail was quartered in an improved hunters' lodge south of the field and another temporary building. Two temporary buildings, one of them housing the messhall, were located on the northern edge of the field. Six wells existed at the field and in its vicinity. These wells were at least 15 meters deep because the first clay layer was at that depth.

4. A narrow-gauge railroad track, which was completed prior to 10 August, extended from the field just east of the northern hunters' lodge, in an almost northerly direction to the Iron Works east of Tangerhuetten. Six locomotives were available. A train consisted of 15 narrow-gauge dumpcars of 15 cubic meters capacity each.

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Earth was shipped from the Iron Works to the airfield during the day and at night. The earth which was raised in a depth of 20 cm was used for the leveling of the field. By 14 September, one quarter of the landing field was leveled. It was occasionally observed that the raised earth was blown away by strong wind. Farmers believed that efforts to improve the soil would be in vain and that even the sowing of grass would be of no avail. The first carload with grass seeds arrived in Muhlwinkel in the first days of September. [redacted]

25X1 [redacted] the scheduled brick billets for "E" would not be constructed. During the  
25X1 last week in August, work started on flying lanes, about 250 meters long, along the narrow sides of the field. The lanes were located at an angle of about 30 degrees to the field border. The trees in the flying lanes were cut but uprooting work had not yet started. Except for the flying lanes, the entire area of the field was leveled.

25X1 5. In September, no uprooting work was performed in the flying lanes. No runway mats had arrived. About three fourths of the area was provided with a layer of humus, which was no longer blown away because of its moisture. However, the humidity did not make the soil solid. On about 20 September, the Russians hauled nitrogen to the field. Four grading machines were still being used at day and night. The Soviet detail at the field had the previous strength of 80 men. No indications of concreting work on a runway were observed. [redacted]

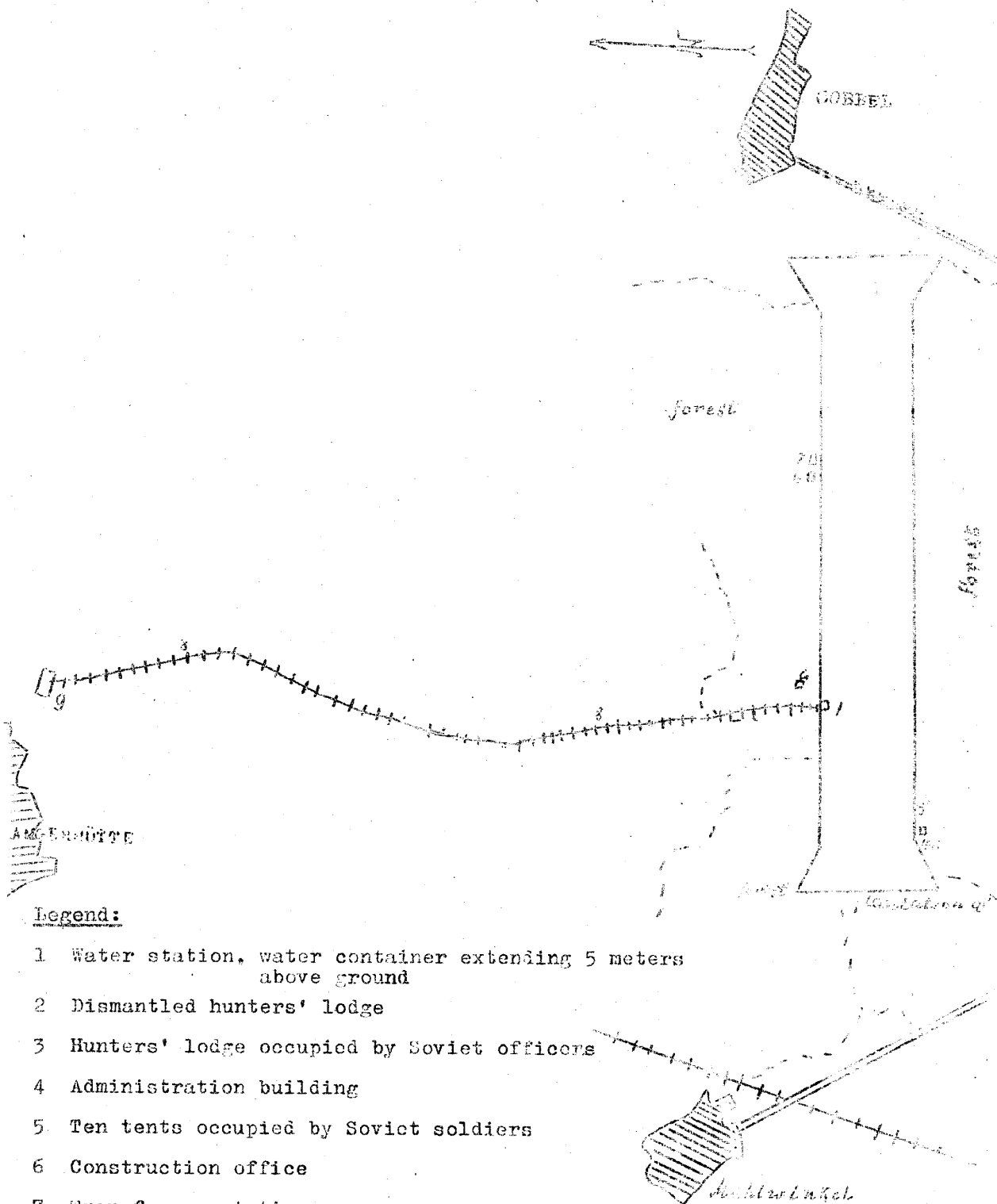
25X1 6. On 27 August and 3 September, [redacted] observed a large dump of timber immediately behind the railroad crossing at the eastern exit of Muhlwinkel. The Muhlwinkel-Cobbel road was crossed by a north-south narrow-gauge field railroad track. A civilian truck with trailer, loaded with cement sacks, was seen near Cobbel proceeding toward the field. Some of the construction workers were quartered in Cobbel. A restaurant in Cobbel was frequented by a Soviet captain and a lieutenant.

[redacted] 7. Construction work at Muhlwinkel airfield, which was surveyed by the Dresden Bauunion, is being executed by the Brandenburg Bauunion.

25X1 8. On 3 October, [redacted] observed signs on the roads to the field which indicated that construction work was being done by the Bauunion Brandenburg, Industrial Construction. Simple barriers blocked many paths around the field. The entire area of the field was leveled. Neither excavations for a runway nor concrete mixers were observed. 25X1 No construction material was observed being unloaded at the railroad station. The construction office for the field was located in Muhlwinkel.

25X1 1. [redacted] Comment. The statements [redacted] give a good picture on the status of construction work at Muhlwinkel airfield where work is being done in day and night shifts by 300 workers. Captain Laurin, mentioned in paragraph 3 of the present report is believed to be the commanding officer of the construction unit and assigned to the construction headquarters in Borden. In a previous report, his name was given as Laukhin. [redacted] The difficulties concerning the treatment of the soil at the field are noteworthy. For sketch of field, see Annex.

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Mahlwinkel Airfield

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